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A. S. WATSON & CO.,
 LIMITED.

WINE AND SPIRIT MERCHANTS.

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SCOTCH WHISKY.

A—THORNE'S BLEND, White Capsule, 1 doz. \$10.80
 B—WATSON'S GLENLIVET, MILD BLEND, Blue Capsule, with Name and Trade Mark 10.80
 C—WATSON'S ABELLOUR GLENLIVET, Red Capsule, with Name and Trade Mark 12.00
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THORNE'S BLEND and WATSON'S GLENLIVET are high-class Soda Whiskies, of greater age than most brands in the market.

ABELLOUR GLENLIVET is a very old Peat Whisky (smoky) and could not now be replaced in stock at the price.

D is well known for its fine flavour.

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A. S. WATSON & CO.
 LIMITED.
 THE HONGKONG DISPENSARY.

The Daily Press.

HONGKONG OFFICE: 14, DES VEAUX ROAD CL.
 LONDON OFFICE: 131, FLEET STREET, E.C.

HONGKONG, December 5th, 1900

PART of the prediction contained in this column on the 29th ultimo bids fair to come true with a rapidity and completeness no less startling than humiliating. Commenting on the divergent interests and varied aims of the Treaty Powers in China at the present time, we foreshadowed an inglorious peace following on disgraceful concessions, in which the return of the blood-stained Empress-Dowager and her infamous tools to power would occupy the most prominent place. In yesterday's issue we published a telegram from Shanghai, which stated that "all the foreign warships on the Yangtze 'dressed ship and fired salutes in honour of the EMPRESS-DOWAGER'S birthday.'" We most sincerely hope that our correspondent was misinformed, that he was made the victim of a practical joke, even that he has lied to play one off on us: anything rather than that such a statement should be verified. If it indeed be true, then great blame is attachable somewhere. Perhaps somebody has blundered again, and one man-of-war setting the example, the rest, sheep-like, have stupidly followed suit. We do not like to think—when it is a moot point in the minds of right-thinking people whether the EMPRESS-DOWAGER would not be banged without ceremony if her punishment were made to fit her many crimes—that any of the Foreign Representatives could so far forget what is due to their flags as to thus drag them through the Celestial slush. It surely cannot be that the Governments of civilised Powers could so soon forget the horrible crimes and outrages committed on their subjects and citizens by order of this base and brutal woman as to authorise such a compliment to be paid to such an object! Those guns would be—well, they are not—defiled, those ships polluted, which fired such a salute. The act would be an outrage, on civilisation, an insult to the murdered victims whose wrongs are still but partly avenged. Have national jealousies and electioneering needs brought us so low

as this? Is this the outcome of all the fiery indignation which but a few weeks ago found vent in the Press of every European country and throughout the Great American Republic? What could have brought about such a change, the historian of the future would ask? What indeed! Self interest, sordid jealousy, morbid sympathy with assassins and ravishers, arrant cowardice, or shameless indifference to the sufferings of kin? Some of these motives, none less unworthy, must have dictated such abasement if accomplished. We cling with despairing tenacity to the hope that our informant was misled, for to think otherwise would be to dull our faith in humankind, to compel us to regard all Governments as void of self-respect, and our statesmen as so steeped in the dirt of diplomacy as to be insensible to honourable or manly feeling. Surely at this time, on the very threshold of the twentieth century of the Christian era, they are not so degraded as voluntarily to proffer honour where nothing but indignation and contempt are due. We cannot, we will not believe it. It must be a grievous, and ghastly hoax.

A ball came off at Government House last night.

A fatal accident occurred at Hoi-Kei cement works, near Hung Hom, on Saturday. A Chinaman, whose duties lay in attending one of the machines, was caught and drawn into the machinery, being crushed to death.

The *Haikang*, which arrived from coast ports yesterday morning, reports a Japanese man-of-war at Pagoda Anchorage and H.M.S. *Mohawk* at Sharp Peak on the 30th ult.; H.M.S. *Argonaut* and three Japanese men-of-war at Amoy on the 2nd; and the German *Bussard* at Swatow on the 3rd inst.

On enquiring at the Naval Yard yesterday, we learned that the operations in connection with the raising of the sunken dredger *Canton River* were making satisfactory progress, and the up-lifting of the vessel is expected soon to be accomplished. An expert from Shanghai has been engaged to superintend the work.

The funeral took place at Happy Valley yesterday afternoon of Bombardier Turton, 25th Company Southern Division, R.G.A., who died in hospital on Sunday night from fever. The coffin, draped with the Union Jack and covered with wreaths, was mounted on a gun carriage. The band of the Royal Welsh Fusiliers attended.

A sham fight took place yesterday morning, when a force composed of sections 2 and 3, representing the defenders, under the respective commands of Major Griffin, R.G.A., and Major Everitt, R.W.F., was opposed by a force under Major St. John, R.G.A., representing the invaders. The idea was the landing of an invading army at Sandy Bay or Tokwan Bay, or both bays, with the object of capturing the Belcher's Group of Batteries, and then marching on Victoria. The task of the defending army was to repel the attack by preventing the landing of the force.

A new shallow-draught vessel, to be called the *Mooren*, has been ordered by the Admiralty from Messrs. Yarrow and Co., of Poplar. She will be built on similar lines to the *Jackdaw* and the *Hevon*, built by the same firm a few years ago for service on the River Niger. Her length will be 100ft., and the beam 20ft., and she will have a displacement of 85 tons. She is intended for river service on the China Station, and will have a draught of only 20in., although she will have a formidable armament of 4.7 and machine guns. When ready for commissioning, she is to be attached to the Devonport command for manning purposes.

The *Cologne Gazette* states that the German Emperor has awarded the military honours-decorations of the second class to all the men who took part in either the capture of the Taku forts, Admiral Seymour's expedition for the relief of Peking, or in the defence or relief of Tientsin. An award on such a scale is unique in the history of the German navy, the nearest approach to it being the decoration of all the marines who, under Lieut. Count Soden, so bravely defended the German Legation. The total number of men who on this occasion are awarded the decoration is 248, including the whole crew of the *Tihs*, 46 men of the *Hertha*, 42 of the *Hansa*, 22 of the *Kaiserin Augusta*, 3 of the *Irene*, and 23 of the *Ceflon*. All the wounded are, of course, included, and in the case of the seaman Mease, of the *Ilus*, who was killed while taking a prominent part in the fighting, the decoration will be handed to the family.

When Chinese affairs became interesting, a contemporary records, the editor of the *New York Herald* decided to employ a Chinaman to give an account of passing events in Chinese for the benefit of his countrymen in the United States. The Chinese were delighted with what they read, and it was some time before the "foreign devils," who also looked upon the strange characters with curiosity, were able to grasp the meaning of them. The first article began: "If those lines meet the eyes of our brother Chinaman, let him accept the salutation of the author, and let him receive the blessing of the ninety-seven gods. If a dog of a Christian asks him about the present article he should reply that it refers to great battles, ruinous and bloody, between the Japanese and the Chinese. This journal belongs to a cursed Christian, and is not even worthy to be spat upon by a self-respecting Chinaman." The "yellow scribe" has ceased to write articles for the *New York Herald*.

Brigadier-General H. Pison, C.B., commanding Royal Artillery with the British Field Force in China, who is due to retire under the age rules this month, has been granted an extension of time in his appointment.

Prince Inkathor of Cambodia, who recently made so much stir in France by denouncing certain French officials in his country, was a passenger to Singapore from Amoy by the *Wakasa Maru*, due at Singapore on the 28th ult.

Cholera was on the decrease at Singapore on the 28th ult. Only 3 cases and 4 deaths were reported on the 25th. On the 24th there were 7 cases and 5 deaths. The totals to date, since the disease first appeared, were 91 cases and 78 deaths.

From Brussels it is reported that the Convention between France and Belgium, concerning principally the Peking-Hankow Railway. The Belgian Government will be allowed to maintain a garrison of 500 men in order to protect the railway and the Belgian concessions in the province of Hupchi.

The harbour works at Vladivostok, especially the repair of the Tsarevich Nicholas dock, and the construction of two new dry-docks, having a length of about 700 feet, are being actively pushed forward. It has also been decided to build two ship-building yards for the construction of ships up to 3,000 tons. The Minister of Marine has further resolved to increase the number of docks in the Baltic ports, beginning with Revel.

Captains H. J. Cotter, 21st Company R.G.A., J. R. Wilson, 90th Battery R.F.A.; F. B. D. Broadrick, 97th Battery R.F.A., and E. S. E. W. Russell, "Y" Battery R.H.A., have been selected for service with the 1-pounder Vickers Maxim guns in China. Those officers were last month ordered to proceed to the works of Messrs. Vickers, Sons, and Maxim, at Erit, for a course of instruction, and then to join the Maxim gun detachments concentrating for duty at Woolwich pending embarkation.

A Washington telegram of the 1st ult. states that Mr. Hay had telegraphed to Mr. Rockhill, the United States commissioner in China, notifying him of his appointment to the post of councillor to the American Legation in Peking and directing him to proceed at once from Shanghai to Peking to assist Mr. Conger in that capacity in the negotiations for a final settlement. It had been intended to appoint Mr. Rockhill and Major-General Wilson, fellow-commissioners with Mr. Conger to conduct the negotiations, but the Government abandoned this purpose because it appeared that no other Power intended to appoint commissioners.

We have received from a correspondent the following example of Anglo-Chinese epistolary style, which may interest our readers:—"Dear Sir, I was very glad to meet you on the other day but still yet I feel kind of regret for I have not stay little longer and have conversation with you as we had couple-friends of us was waiting; But the Clerk's business we were talking about, I suppose I can stand it that is in case they don't give me the great hard work for commance, I don't think they would rather I only say so. Now I haven't got much to say the only thing I wish you shall be kind enough to try your best to get me a position at your office or any other place if you can and oblige. Hoping hear from you soon, I remain, yours respectfully."

A Berlin correspondent says that a plan for a solution of the Chinese Indemnity Question is now under deliberation, which, despite the great obstacles to be overcome, might, it is thought, prove feasible. The proposal is that all the Chinese Loans should be consolidated and added to the indemnity, which, though not yet fixed, will undoubtedly reach several million sterling. The interest of this unified Loan, it is suggested, might be guaranteed by the appointment of an International Commission for the control of, at least, a part of the Chinese Revenues, especially the Customs. The import duties might be enhanced to meet the demands. The scheme, it is stated, has been favourably received by leading financiers who were engaged in the regulation of the Turkish and Greek debts.

While H.M. battleship *Thunderer* was on her way from Pembroke Dock to Devonport on the 1st ult. an accident occurred to her guns, the cause of which is unexplained. The vessel left Pembroke about 9 a.m., and when she was off Millford Haven a target was put out for firing practice, the 10 in. h. turret guns being used. A projectile had been placed in one of the guns and the electric current turned on, when there was an explosion quite different from that which usually accompanies the discharge of a projectile. Nothing came out of the gun except a few fragments of the projectile, which were thrown some distance from the ship. The base plate of the projectile was left in the gun, as well as a portion of the frame, and when the plate was afterwards removed the pressure of the gas in the gun caused a portion of the projectile to be expelled with some force from the back end of the gun. When the second gun fired, a hole, between 2 in. and 3 in. in diameter, was blown through the projectile, the water part, together with the base plate, being left in the gun. In this case the base plate was separated from the rest of the projectile. Such a thing is believed never to have occurred in any ship before. The only explanation so far suggested is either that the powder in the projectile was damp, or that there was a quantity of water in the guns. A cast will be made of the inside of each gun to ascertain whether either has been damaged. So far as can be seen from the outside, both guns are sound. A Court of Inquiry into the occurrence was opened on board the *Thunderer* on the 2nd ult.

The Government of India have formulated a scheme to put a stop to frequent transfers of officials from one district to another, and all local Governments have been required to send in reports on it.

The Civil Service Commissioners have announced that an open competitive examination will be held in London this December for at least five Student Interpreterships in Her Majesty's Consular Service in China.

The London cablegram which appeared in a Vancouver (B.C.) journal reporting the loss of the *Sea* (formerly *Waddon*) on the voyage from Portland, Oregon, to Vladivostok and Hongkong is happily incorrect, the *Sea* being safe and sound in Hongkong.

At the last meeting of the Ceylon Legislative Council, it was decided to expend Rs. 1,700 for a mast for a Harbour light, a building now in course of erection in the Fort having obstructed the present light to the danger of the shipping.

The Atlantic liner *St. Paul* has met with another accident crossing the Western Ocean. She struck some wreckage, the impact resulting in the snapping of her starboard propeller, the breaking of a portion of her shaft, and the damaging of her starboard engines. The total damage is estimated at a quarter of a million dollars, about £50,000. The port engines only were used in steaming to New York.

A Calcutta telegram of the 13th ult. reports the result of the Melbourne Cup as follows:—
Clean Sweep, 7st. 11lb. 1
Mallster, 7st. 11lb. 2
Alia, 6st. 12lb. 3
Clean Sweep was a frank outsider, and was not mentioned in the latest betting to hand from Australian papers. The same may be said as regards the third horse, *Alia*; *Mallster* was one of the favourites at 100 to 8.

We have received by the French mail another of the China Association's important "White Books," published for the information of Members of the Association pending the appearance of the Annual Report in February next. The book before us contains appendices on the "Persecution of the Reform Party," "Proposed China League," "Political Situation in China," "Letters from the Eastern branches on the Situation," "Inland Steam Navigation," "Upper Yangtze," "Upper West River," "Canadian Pacific Mail Contract," and "Titles to Land in the Former Foreign Settlements in Japan." We propose to consider some of these hereafter.

The Russian *Messenger* Official announces that, according to the reports of competent authorities, the want of means of subsistence has been felt for some time past in the Amur region, the Governor-General of that territory has asked that, under the exceptional circumstances, authority be given, temporarily for the importation of Russian goods from Black Sea ports to Vladivostok in ships sailing under foreign flags. In response to this request, permission has been granted for the shipment of merchandise, up to the 1st January next, carried in vessels sailing under foreign flags from ports in European Russia to Russian ports in the Far East.

The death is announced in the home papers, at 64, of Colonel Henry Thomas Halahan, who served with the Buffs in China, in 1860, at the action of Sihao and the capture of the Tangu and Taku Forts, and later in the Zulu campaign. Another China campaigner has passed away in the person of Surgeon-General James Lamprey (retired), who died at his residence at Southsea on the 29th October, aged 77. Throughout the campaign of 1860 in North China he served with the 67th Regiment, including the action of Sihao, the taking of Tangu, the storming and capture of the inner Taku fort, and the surrender of Peking, for which services he received the medal with two clasps. In 1862 he served in the operations against the Taiping rebels, including the recapture of Kading. In 1870 he was promoted to surgeon-major, in 1877 to deputy surgeon-general, in 1883 to surgeon-general, and in 1894 he retired from the service.

Among the hostile criticisms passed by a section of the Russian Press upon the Anglo-German Agreement regarding China, the utterances of the *Siet* are attracting particular attention. That journal, the accredited organ of the Pan-slav party, indulged in the most violent attacks upon Great Britain and Germany in connection with the Agreement. In an article published at the end of October the *Siet* says:—"Even if this Agreement does not, perhaps, constitute a direct menace, it is at least a serious warning to Russia with respect to Manchuria, which she has occupied with her troops in such a way that she cannot evacuate it without detriment to her dignity. Moreover, Russia can only congratulate herself upon Germany having at last decided to throw off the mask of friendship which she had assumed in order to mislead her neighbour, who now, at least, will not be deceived as to the true feelings of this false friend, inasmuch as Germany is seen to enter into a separate agreement with Great Britain, the irreconcilable enemy of Russia." After expressing the opinion that Russia ought to take advantage of the pretext afforded her by the conclusion of the Agreement to annex Manchuria as a conquered country completely and definitively, the journal proceeds:—"We consider that Russia is fully in a position to take this step, inasmuch as she is so strong in the Far East that she need not fear Great Britain and Germany, who will have enormous difficulty in overcoming the great dangers which confront them in China, and by placing them in a very critical position paralyse their action in all other matters." It is understood that the views expressed by the *Siet* are not held by the Russian Government, and that the latter is not disposed to adopt the course suggested by that journal with regard to Manchuria.

TELEGRAMS.

"DAILY PRESS" SERVICE.

THE CRISIS IN CHINA.

[FROM OUR CORRESPONDENTS.]

SHANGHAI, 4th December, 10.5 a.m.

INFLAMMATORY PLACARDS AT TIENTSIN.

Placards predicting an outbreak are appearing in Tientsin Native City. Every effort is being made to trace their origin. A PROMINENT NATIVE'S ADVICE. A prominent Chinese at Tientsin urges the Allies to prepare for trouble in the winter, and to desist from the small punitive expeditions into the interior.

A SPURIOUS EDICT.

An Edict reporting the arrest of Prince Tuan and Yu Hsien proves to be spurious. ABORTIVE ATTEMPT TO EXPLODE AN ARSENAL. On Sunday, the 2nd instant, two Chinese attempted to explode the East Arsenal, Tientsin, but only succeeded in killing themselves.

SHANGHAI, 4th December, 8 p.m.

A DECREE CONCERNING TUNG FUHSIANG.

An Imperial Decree issued yesterday orders Tung Fuhsiang to disband fifty-five hundred troops and to proceed to Kansu with the remainder of his forces to guard that province. The Decree also cashiered Tung Fuhsiang, as far as rank and titles are concerned, but allows him to retain his post.

RUSSIA AT NEWCHWANG.

A Russian placard at Newchwang orders all native land-holders to bring their titles for verification and to pay three per cent. land-tax.

NEW TRIAD REVOLT EXPECTED. A resumption of the Triad rebellion is expected here.

LONDON, 3rd December, 6.45 p.m.

THE AGREEMENT—PUNITIVE AND INDEMNITY CLAUSES MAY BE MODIFIED.

Mr. Conger cables to Washington that the German and English ambassadors at Peking are not opposed to a modification of the punitive and indemnity clauses of the Peking Agreement.

WASHINGTON THINKS SETTLEMENT IN SIGHT.

Washington despatches expect the differences of the Powers to be settled this week.

GENERAL NEWS.

LONDON, 3rd December, 6.45 p.m.

MEETING OF PARLIAMENT.

Parliament met to-day, when the Rt. Hon. W. C. Gully was re-elected Speaker of the House of Commons.

MR. KRUGER AND THE GERMAN EMPEROR.

The Kaiser has stated to Mr. Kruger that he regrets that his engagements prevent him from receiving him. Mr. Kruger later intends to renew his request to the Kaiser to receive him, after he has visited the Hague.

REUTERS'S SERVICE.

LONDON, 2nd December.

THE HAGUE PEACE CONFERENCE.

A decree has been published in France bringing into force, between France and other contracting Powers, the acts of the Hague Conference. The French Press dwells on the significance of the coincidence of this publication at the time of Mr. Kruger's departure, as being equivalent to an invitation to Europe.

A Paris communique denies that the promulgation of the Hague Convention is intended as a prelude to action by France and states that it was merely meant to enable France to entertain a proposal of arbitration, circumstances permitting, if such a proposal should be initiated elsewhere.

BRITISH SOUTH AFRICA.

All the Military posts throughout Cape Colony have been strengthened and there is a growing agitation in favour of martial law being proclaimed. General Kitchener wires that General Knox is in touch with Commandant De Wet, twelve miles to the North of Bellville. General Paget was engaged with Commandants Viljoen Erasmus on Wednesday and Thursday driving the Boers back from Reiffontein to the North-East of Bloemfontein. In the engagement, 6 officers and 50 men were wounded, including Col. Lloyd of the West Riding, dangerously; five were killed.

Fighting occurred on Thursday to the east of Standerton, where the Boers are very active, and the columns moving in the Heidelberg district have been frequently engaged. The garrison of De Wet's camp consisted of three companies of the Gloucesters and a section of a battery.

SUPREME COURT.

Tuesday, 4th December.

IN ORIGINAL JURISDICTION.

BEFORE HIS HONOUR SIR JOHN CARRINGTON, C.M.G. (CHIEF JUSTICE).

CHAN HUNG TONG V. POON HUNG, SUED FOR AND ON BEHALF OF HIMSELF AND ALL OTHERS THE PARTNERS IN THE YU TSUNG SHING FIRM.

This is a claim for \$1,970.40, money lent and interest thereon.

Mr. J. J. Francis, Q.C. (instructed by Messrs. Wilkinson and Grist) appeared for the plaintiffs, and Mr. H. E. Pollock, Q.C. (instructed by Messrs. Deacon and Hastings), for the defendants.

Mr. Francis said that this was a claim for money lent and interest on money lent. He would ask his Lordship for permission in the first instance to amend the claim from \$1,970.40 to \$1,848.40.

Mr. Pollock objected; no notice having been given to him on the point, and Mr. Francis withdrew his application.

Mr. Francis, continuing, read the pleadings in the case. In his petition the plaintiff said he was a trader residing and carrying on business at 62, Praya Central. The defendant, Poon Hung, was a trader residing and carrying on business in co-partnership with another or others to the plaintiff unknown under the style or firm name of the Yu Tsung Shing, at No. 83, Queen's Road Central. The plaintiff on or about the 21st March, 1897, lent to the defendant so trading the sum of \$500 at interest at the rate 80 cents per 100 per month, and on or about the 27th March, 1897, a further sum of \$500 at a like rate of interest, and on or about the 2nd April, 1897, a further sum of \$500 at a like rate of interest; the whole of the said moneys to be repayable on demand with interest at the rate aforesaid.

The plaintiff had repeatedly demanded from the defendant that he should repay the moneys, but the defendant had refused to do so. The plaintiff had also demanded from the defendant that he should repay the moneys, but the defendant had refused to do so. The plaintiff had also demanded from the defendant that he should repay the moneys, but the defendant had refused to do so.

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RANKS

**THE OVERSEA-CHINESE BANK OF INDIA
AUSTRALIA AND CHINA.**

INCORPORATED BY ROYAL CHARTER, 1853
HEAD OFFICE—LONDON.

CAPITAL PAID-UP.....£800,000
RESERVE LIABILITY OF SHAREHOLDERS.....£1,000,000

ROLDERS	£800,000
RESERVE FUND	£525,000

INTEREST allowed on Current Account at the rate of 2½ per annum on the Daily balances

On Fixed Deposits for 12 months 4 per cent

"	"	6	"	3½
"	"	3	"	2½

T. P. COCHRANE,
p. Manager, Hongkong
Hongkong. 15th October, 1900. [2]

THE
YOKOHAMA SPECIE BANK
LIMITED.

ESTABLISHED 1880.

CAPITAL SUBSCRIBED	Yen 24,000,000
CAPITAL PAID-UP	" 18,000,000
CAPITAL UNCALLED	" 6,000,000
RESERVE FUND.....	" 8,130,000

HEAD OFFICE—YOKOHAMA.

BRANCHES AND AGENCIES.

Tokio	Kobe	Nagasaki
London	Yokohama	New York
San Francisco	Hokululu	Batavia
Shanghai	Tientsin	Newchwang

LONDON BANKERS:

THE LONDON JOINT STOCK BANK, LIMITED

THE UNION BANK OF LONDON, LIMITED.
HONGKONG—INTEREST ALLOWED.
On Current Account at the rate of 2 1/2 %

per annum on the daily balance. 5% per annum
On fixed deposits for 12 months 5% per annum
" " " 6 " 4 " " "
" " " 3 " 3 " " "

TARO HODSUMI,
Manager.

Hongkong, 21st November, 1900. [758]

THE
DEUTSCH-ASIATISCHE BANK.

PAID-UP CAPITAL,..... Sh. Taels 5,000,000

HEAD OFFICE—SHANGHAI.
BOARD OF DIRECTORS: BERLIN.

BRANCHES:

Berlin	Calcutta	Hankow
Pientsin	Tientsin	(Kintschou)


LONDON BANKERS

MESSRS. N. M. ROTHSCHILD & SONS,
UNION BANK OF LONDON, LTD.
DEUTSCHE BANK (BERLIN), LONDON AGENCY
DIRECTION DER DISCONTO GESELLSCHAFT.

DEPOSITS received on terms which may be
learned on application. Every description of
Banking and Exchange business transacted.
H. SCHOTTLAENDER,
Acting Manager
Hankow, 241, Tel. 1000.

AUTOMATIC MAUSER
 PISTOLS.
 CALIBRE 7.63 m.m.
 With CHAMBER for 10 CARTRIDGES,
 FIRING 10 SHOTS in 3 SECONDS.
 SIEMSEN & CO.
 Hongkong, 3rd October, 1900.

AMERICA'S
FAMOUS



LIGHT
BEER.

SOLE AGENTS for Hongkong, China and
Philippine Islands—
ARRATON V. AFCAE & CO.


Hongkong, 11th July, 1900. 1932

NEW GOODS,
PLenty
IN
HAND,
USE CURIOUS.

PANE
D. NOME

12, Beaconsfield Arcade,
Opposite the City Hall,
Hongkong
Hongkong, 27th April, 1906. [2428]





SEAMAN & CO..
SOLE AGENTS FOR
MINECHI COAL.

—

For particulars apply to the Office at No. 37,
Kaigun-dori, Nichome, KOBE,
or
No. 17, Sanbachi-dori, MOSI,
and at
WAKAMATSU.

—

Also at
NEWCHANG, PORT ARTHUR and TAIJENWAN,
in **CHINA.**

—

NOTICE.

—

HAVE This Day appointed as Agents for
the Minechi Coal

MEASURE, CEMENT, & CO.,
of
No. 97, Kaigan-dori, Ni-chome, KOBE;
No. 17, Sambachi-dori, Maai, and WAKA-
TATSU;
NEWCHWANG, PORT ARTHUR and TAIHAI-
YAN.
J. KURAUCHI.

Kobe, 21st November, 1900. [304]

VESSELS ON THE BERTH

IMPERIAL GERMAN MAIL LINE.

STEAM FOR SHANGHAI, NAGASAKI, HIOGO AND YOKOHAMA.
THE Imperial German Mail Steamship.
"PRINZ HEINRICH,"
OF THE NORDDEUTSCHER LLOYD,
Captain R. Heintze, will be despatched on the outward German Mail about the 4th December, will leave for the above places about 24 hours after arrival.
NORDDEUTSCHER LLOYD.
For further particulars, apply to
MELCHERS & CO.,
Agents.
Hongkong, 1st December, 1900. [18]

OREGON AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE OREGON RAILROAD & NAVIGATION COMPANY.
PROPOSED SAILING FROM HONGKONG TO PORTLAND (OR.) AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN, KOBE AND YOKOHAMA.
TAKING CARGO TO JAPAN PORTS, THE UNITED STATES, AND CANADA.
THE Steamship
"EVA,"
2,088 Tons, Captain Petersen.
This Steamship will be despatched on or about 4th instant, and
The Steamship
"ADATO,"
2,145, Captain J. McIntyre, or or about 30th inst., for PORTLAND (OR.) VIA MOJI, KOBE AND YOKOHAMA.
Through Bills of Lading issued to any point in the United States and Canada.
Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be accepted at the Office of the Undersigned until the same time. All Parcels should be marked to address in full.
Value of same is required.
Consular Invoices, to accompany cargo destined to points beyond Portland (Or.), should be sent to the Company's Office, addressed to the Collector of Customs, Portland (Or.).
For further information as to Freight rates, &c., apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 24th November, 1900. [2065]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.
STEAM FOR SINGAPORE, COLOMBO, AND BOMBAY.
(In close connection with the Company's accelerated line to Trieste.)
THE Company's Steamship
"MARIA TERESA,"
Captain T. Rassavich, will be despatched as above SATURDAY, the 8th inst., at DAYLIGHT.
For information as to Passage and Freight, apply to
SANDER, WIELER & CO.,
Agents.
Hongkong, 5th December, 1900. [8]

CHINA NAVIGATION COMPANY, LIMITED.
FOR KOBE AND YOKOHAMA.
THE Company's Steamship
"TSINAN,"
Captain Andersen, will be despatched as above on TUESDAY, the 11th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 3rd December, 1900. [3044]

GLEN LINE OF STEAMERS.
FOR NEW YORK.
THE Company's Steamship
"GLENARNEY,"
Captain E. G. Warner, will be despatched for the above port on WEDNESDAY, the 12th December.
For Freight or Passage, apply to
MCGREGOR BROS. & GOW,
Agents.
Hongkong, 21st November, 1900. [2940]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.
FOR SYDNEY AND MELBOURNE.
Calling at TIMOR, PORT DARWIN AND QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.)
THE Steamship
"AIRLIE,"
Captain St. John George, will be despatched for the above ports on FRIDAY, the 14th December, at DAYLIGHT.
This well-known Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage.
This Steamer is installed throughout with the Electric Light.
A Stewardess and a duly qualified Surgeon are carried.
N.B.—Return Tickets issued by this Company to and from Australia are available for return by the steamers of the China Navigation Company and vice versa.
For Freight or Passage, apply to
GIBB, LIVINGSTON & CO.,
Agents.
Hongkong, 21st November, 1900. [2948]

SHAWAN TOMES & CO'S NEW YORK LINE.
FOR NEW YORK VIA SUEZ CANAL.
THE Steamship
"DEVONSHIRE,"
will be despatched for the above port on or about the 20th December, 1900.
For Freight, apply to
SHAWAN TOMES & CO.,
Agents.
Hongkong, 9th November, 1900. [285]

NOT RESPONSIBLE FOR DEBTS.
Neither the CAPTAINS, the AGENTS, nor the OWNERS will be RESPONSIBLE for any DEBT contracted by the Officers or the Crews of the following Vessels during their stay in Hongkong Harbour:
"STATE OF MAINE," American ship, Colcord—Standard Oil Co.

VESSELS ON THE BERTH

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.

FOR MANILA.
THE Company's Steamship
"LOONGSANG,"
Captain Weigall, will be despatched as above on FRIDAY, the 7th inst., at 4 p.m.
This Steamer has superior accommodation for First Class Passengers, is fitted throughout with Electric Light, and carries a Doctor.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 3rd December, 1900. [3048]

FOR SANAKAN.
THE Company's Steamship
"MAUSANG,"
Captain R. Cox, will be despatched as above on SATURDAY, the 8th inst., at Noon.
For Freight or Passage, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 3rd December, 1900. [3050]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.
STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.
THROUGH BILLS OF LADING ISSUED FOR BATAVIA, PERSIAN GULF, CONTINENTAL AND AMERICAN PORTS.
THE Company's Steamship
"SOBRON,"
Captain L. M. Wilmer, R.N.R., carrying Her Majesty's Mails, will be despatched for this for Bombay on SATURDAY, the 8th December, at Noon, taking passengers and cargo for the above ports.
Silk and Valuables, all cargo for France, and Tea for London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other cargo for London, &c., will be conveyed via Bombay with transhipment.
Parcels will be received at this Office until 4 p.m. the day before sailing. The contents and value of all packages are required.
Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.
For further particulars, apply to
A. M. MARSHALL,
Acting Superintendent.
Hongkong, 26th November, 1900. [1]

INDO-CHINA STEAM NAVIGATION COMPANY, LIMITED.
FOR KOBE.
THE Company's Steamship
"ONSAK,"
Captain Young, will be despatched as above on SATURDAY, the 8th inst., at 3 p.m.
For Freight, apply to
JARDINE, MATHESON & CO.,
General Managers.
Hongkong, 3rd December, 1900. [3049]

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAMSUI.
THE Company's Steamship
"MAIDZUEU MARU,"
Captain T. Ogata, will be despatched for the above ports on SUNDAY, the 9th December, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 3rd November, 1900. [15]

CHINA NAVIGATION COMPANY, LIMITED.
FOR MANILA.
THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2953]

FOR PORT DARWIN, QUEENSLAND PORTS, SYDNEY AND MELBOURNE.
THE Company's Steamship
"CHINGTU,"
Captain Williams, will be despatched as above on MONDAY, the 10th December, at 4 p.m.
The attention of Passengers is directed to the Superior Accommodation offered by this Steamer. The First-class Saloon is situated forward of the Engines. A Refrigerating Chamber ensures the Supply of Fresh Provisions during the entire voyage.
A duly qualified Surgeon is carried, and the Vessel is fitted throughout with Electric Light.
For Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 22nd November, 1900. [2954]

UNITED STATES AND CHINA-JAPAN STEAMSHIP LINE.
(ROR. M. SLOMAN & CO., HAMBURG.)
FOR NEW YORK VIA SUEZ CANAL.
THE full-powered Steamship
"VERONA,"
Captain Hansen, will be despatched for the above port on or about 28th December.
For Freight, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 8th November, 1900. [2853]

THE 3/3 L II British Bark
"R. MORROW,"
Shortly expected from MANILA, will load here for the above port and will have quick despatch.
For Freight, apply to
ARNHOLD, KARBURG & CO.,
Agents.
Hongkong, 13th November, 1900. [2883]

VESSELS ON THE BERTH

OCCIDENTAL AND ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE, VIA THE OVERLAND RAILWAYS AND ATLANTIC AND OTHER CONNECTING STEAMERS.
VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
GAILIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 11, at Noon.
DORIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 5, at Noon.
COPIC (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 29, 1901, at Noon.

THE Company's Steamship "GAILIC" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 11th December, 1900, at Noon.
Steamers of this line pass through the INLAND SEA OF JAPAN and call at HONOLULU and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates and particulars of the various Routes may be obtained upon application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed discount of 10 per cent. This allowance does not apply to through fares from China and Japan to Europe.

All PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 19th November, 1900. [4]

TOYO KISEN KAISHA.
TO SAN FRANCISCO VIA INLAND SEA OF JAPAN AND HONOLULU.
PROPOSED SAILINGS FROM HONGKONG.
HONGKONG MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Dec. 18, 1900, at Noon.
NIPPON MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) SATURDAY, Jan. 12, 1901, at Noon.
AMERICA MARU (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Feb. 7, 1901, at Noon.

THE Twin-Screw Steamship
"HONGKONG MARU" will be despatched for SAN FRANCISCO VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on TUESDAY, the 18th December, 1900, at Noon, taking Freight and Passengers for Japan, the United States, and Europe.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the Office until 5 p.m. same day. All Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 20th November, 1900. [5]

VESSELS ON THE BERTH

CALIFORNIA AND ORIENTAL STEAMSHIP COMPANY.

IN CONNECTION WITH THE ATCHAFON, TOPEKA AND SANTA FE RAILROAD CO.
PROPOSED SAILINGS FROM HONGKONG TO SAN DIEGO AND SAN FRANCISCO, VIA INLAND SEA OF JAPAN AND HONOLULU.
TAKING CARGO AND PASSENGERS TO JAPAN PORTS AND HONOLULU.
THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, &c.
S.S. "CARLISLE CITY" On 10th Dec. 3,002 Tons.
S.S. "KVABYEN" On 12th Dec. 2,463 Tons.

THE Steamship "CARLISLE CITY" will be despatched for SAN DIEGO AND SAN FRANCISCO VIA MOJI, KOBE, YOKOHAMA AND HONOLULU, on MONDAY, the 10th December.

Cargo will be received on board until 5 p.m. the day previous to sailing. Parcel Packages will be received at the Office until the same time. All parcels should be marked to address in full. Value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Diego, should be sent to the Company's Office, addressed to the Collector of Customs, San Diego.

For further information as to Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, China and Japan.
Hongkong, 15th November, 1900. [14]

U.S. MAIL LINE.

PACIFIC MAIL STEAMSHIP COMPANY.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.

CHINA (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) THURSDAY, Dec. 27, at Noon.
CITY OF PEKING (via Shanghai, Nagasaki, Kobe, Inland Sea, Yokohama and Honolulu) TUESDAY, Jan. 22, 1901, at Noon.

THE Company's Steamship "CHINA" will be despatched for SAN FRANCISCO, VIA SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA, AND HONOLULU on THURSDAY, the 27th December, at Noon.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at HONOLULU, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France, and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates may be obtained on application.

Passengers holding through ORDERS TO EUROPE have the choice of Overland Rail routes from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and NORTHERN PACIFIC RAILWAYS; also the CANADIAN PACIFIC RAILWAY on payment of \$4 in addition to the regular tariff rate.

Passengers holding orders for OVERLAND CITIES in the United States have, between San Francisco and Chicago, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER AND RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Particulars of the various routes can be had on application.

Special rates (first class only) are granted to Missionaries, members of the Naval, Military, Diplomatic, and Civil Services, to European officials in service of China and Japan, and to Government officials and their families.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Company's and connecting Steamers.

Freight will be received on board until 4 p.m. the day previous to sailing. Parcel Packages will be received at the office until 5 p.m. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany Cargo destined to points beyond San Francisco in the United States should be sent to the Company's Office in Sealed Envelopes, addressed to the Collector of Customs at San Francisco.

For further information as to passage and Freight, apply to the Agency of the Company, Queen's Building.
J. S. VAN BUREN,
Agent.
Hongkong, 5th December, 1900. [3]

FOR NEW YORK VIA PORTS AND SUEZ CANAL.
With Liberty to Call at MANILA.
THE Steamship
"HUDSON" will be despatched for us above port about the end of December, and will be followed by the Steamship
"POLAR ST. JERNEN" about the middle of January, 1901.
For Freight, apply to
DODWELL & CO., LD.,
Agents.
Hongkong, 3rd December, 1900. [3045]

VESSELS ON THE BERTH

NAVIGAZIONE GENERALE ITALIANA (FIORIO AND RUBATTINO UNITED COMPANIES).

STEAM FOR SINGAPORE, PENANG, AND BOMBAY.

Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEOHORN and GENOA, also VENEZIA and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.
TAKING CARGO at through rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship
"BORMIDA,"
Captain Sartorio, will be despatched as above on TUESDAY, the 11th inst., at Noon.
At Bombay the steamer is discharging in Victoria Dock.
For further particulars regarding Freight and Passage, apply to
CARLOWITZ & CO.,
Agents.
Hongkong, 3rd December, 1900. [7]

THE OSAKA SHOSEN KAISHA, LIMITED.
FOR SWATOW, AMOY, AND TAIWANFOO.
THE Company's Steamship
"ANPING MARU,"
Captain S. Asami, will be despatched for the above ports on WEDNESDAY, the 12th December, at DAYLIGHT.
For Freight or Passage, apply to
THE MITSUI BUSSAN KAISHA,
Agents.
Hongkong, 28th November, 1900. [1443]

NATAL LINE OF STEAMERS.
THE Undersigned GENERAL AGENTS in CHINA and JAPAN for the above Line are prepared to issue THROUGH BILLS OF LADING for all the principal ports in SOUTH AFRICA in connection with IMPERIAL STEAM NAVIGATION CO.'s fortnightly service hence to CAIRO. Sailings from CAIRO to CAPE PORTS every fortnight.
For Freight and further particulars, apply to
DODWELL & CO., LIMITED.
General Agents for China and Japan.
Hongkong, 4th August, 1897.

NOTICE TO CONSIGNEES
FROM HAMBURG, PENANG, AND SINGAPORE.
THE N.G.L. Steamship
"WITTENBERG,"
Captain Hempel, having arrived from the above ports (Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.
Optional Cargo will be forwarded, unless notice to the contrary be given before 3 p.m. TO-DAY, the 1st inst.
Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, and stored at Consignees' risk and expense.
No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 8th instant will be subject to rent.
All broken, chafed, and damaged Goods are left in the Godowns, where they will be examined on the 8th inst., at 3 p.m.
No Fire Insurance has been effected.
SIEMSEN & CO.,
Agents.
Hongkong, 1st December, 1900. [3035]

NORTHERN PACIFIC STEAMSHIP COMPANY.
NOTICE TO CONSIGNEES.
STEAMSHIP "GLENOGIE."
FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.
THE above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.
Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.
DODWELL & CO., LIMITED,
Agents.
Hongkong, 2nd December, 1900. [10]

COMPAGNIE DES MESSAGERIES MARITIMES.
NOTICE.
CONSIGNEES of Cargo from London ex s.s. *Munich*, in connection with above Steamer, are hereby informed that their goods, with the exception of Opium, Treasures and Valuables, are being landed and stored at their risks into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, at Kowloon, whence delivery may be obtained immediately after landing.
Optional Cargo will be forwarded on unless intimation is received from the Consignees before 4 p.m. TO-DAY (MONDAY), requesting it to be landed here.
Bills of Lading will be countersigned by the Undersigned. Goods remaining unclaimed after MONDAY, the 10th instant, at Noon, will be subject to rent and landing charges.
All claims must be sent in to me on or before the 10th instant, or they will not be recognized.
All damaged packages will be examined on MONDAY, the 10th instant, at 3 p.m.
No Fire Insurance has been effected.
G. DE CHAMPEAUX,
Agent.
Hongkong, 3rd December, 1900. [2]

BOMBAY-BURMAH TRADING CORPORATION, LIMITED.
BANGKOK AND RANGOON.
THAT SQUARES, PLANKS, BOARDS AND SCANTLINGS, PLANKS, TONGUED, AND GROOVED BOARDS, FOR FLOORING, CHAIRING, WALLING, &c. TRAIL SERRINGS, &c. &c.
PINKADOE RAILWAY SLEEPERS for all GAGES.
Rates Supplied and Orders Booked by
JARDINE, MATHESON & CO.,
Hongkong, 3rd May, 1895. [2787]

HONGKONG.

STEAMERS.

Akashi Maru, Jap. str., 974, Suzuki, Dec. 1, B. M. Kaisha.
Braemar, British str., 2,316, Watt, Dec. 3, Daddwell & Co., Ltd.
Clara, German steamer, 675, Hansen, Nov. 16, Jensen & Co.
Daybreak, British steamer, 700, Best, Dec. 1, Chinese.
Elsa, German steamer, 900, Peterson, Nov. 29, Jensen & Co.
Empress of Japan, British str., 3,003, Pybus, Nov. 30, C. P. R. Co.
Eva, German steamer, 5,609, Peterson, Nov. 20, Arnhold, KARBURG & CO.
Gaelic, British steamer, 2,601, Finch, Dec. 3, O. & O. S. S. Co.
Germania, Ger. str., 1,714, Bendixon, Nov. 23, Jensen & Co.
Glenogle, British str., 2,398, Frakes, Dec. 2, Daddwell & Co., Limited.
Goodwin, British str., 2,382, Jackson, Dec. 2, Daddwell & Co., Limited.
Halting, French steamer, 750, Best, Nov. 28, A. B. Martv.
Holstein, German str., 955, Inland, Dec. 1, Jensen & Co.
Hongkong, French str., 862, Pannier, Dec. 1, A. B. Martv.
Japan, British steamer, 2,795, Wright, Dec. 4, P. & O. S. N. Co.
Loongruon, Ger. str., 1,245, Schulz, Nov. 28, East Asiatic Trading Co.
Loongsang, British str., 1,050, Weigall, Dec. 4, Jardine, Matheson & Co.
Loosy, German str., 1,029, Jackson, Nov. 29, Butterfield & Swire.
Machew, German str., 1,038, Farrell, Nov. 22, Butterfield & Swire.
Maria Teresi, Austrian str., 1,921, Rassavich, Dec. 3, Sander, WIELER & CO.
Mausner, British steamer, 1,613, Cox, Nov. 20, Jardine, Matheson & Co.
Michael Jensen, Ger. str., 710, Jensen, Dec. 4, Jensen & Co.
Munchen, German str., 2,947, Krebs, Nov. 28, Melchers & Co.
Onsang, British steamer, 1,787, Young, Dec. 3, Jardine, Matheson & Co.
Pax, Belgian steamer, 1,204, Damster, Nov. 30, Melchers & Co.
Perla, British str., 1,286, Almond, Nov. 30, Shevnan, Tomes & Co.
Progress, German str., 687, Brandt, Nov. 27, Siemssen & Co.
Quarta, German str., 1,146, Johansson, Nov. 29, Jardine, Matheson & Co.
Rajah, British str., 3,337, Luftwick, Nov. 29, Jardine, Matheson & Co.
Rio-Neiro, French str., 3,690, Richard, Nov. 28, Order.
Tacoma, British str., 1,089, Dixon, Nov. 20, Daddwell & Co., Limited.
Taiwan, British str., 1,458, Nelson, Dec. 4, Butterfield & Swire.
Talsang, British steamer, 970, Kent, Dec. 4, Jardine, Matheson & Co.
Tartar, British steamer, 2,768, Bowles, Oct. 28, C. P. R. Co.
Telemachus, British str., 1,379, Sawyers, Nov. 22, Butterfield & Swire.
Totatos, German str., 1,578, Decker, Nov. 30, Siemssen & Co.
Tientsin, British str., 1,232, Armistead, Dec. 4, Butterfield & Swire.
Tiger, Norwegian str., 2,116, Wold, Dec. 1, Mitsui Bussan Kaisha.
Tishan, German str., 1,000, Sanders, Dec. 1, Siemssen & Co.
Tyr, Norwegian str., 1,418, Gram, Dec. 1, East Asiatic Trading Co.
Witteberg, German str., 3,400, Hempel, Dec. 1, Siemssen & Co.
Wongkol, German str., 1,115, Bruhn, Nov. 30, Butterfield & Swire.
Woonang, British str., 1,020, Dowson, Dec. 3, Butterfield & Swire.

SAILING VESSELS.
Benjamin Sewall, American ship, 1,345, Sewall, Sept. 23, Order.
Bitter, British schr., 399, Askin, Arg. 28, Siemssen & Co.
Dumblane, Italian bark, 721, Trapani, Oct. 20, Order.
Dundee, British ship, 1,998, Hemming, Oct. 14, Standard Oil Co.
Fulwood, British ship, 1,968, Thomas, Dec. 1, Order.
Puckard, American bark, 2,000, Allan, Oct. 6, Order.
R. Morrow, British bark, 1,156, Douglas, Dec. 4, Arnhold, KARBURG & CO.
Sierra Cordoba, British ship, 4,335, Fraser, Nov. 22, Order.
State of Maine, Amr. ship, 1,448, Colcord, Oct. 5, Standard Oil Co.
Swanilda, British ship, 1,999, Fraser, Nov. 26, Standard Oil Co.

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